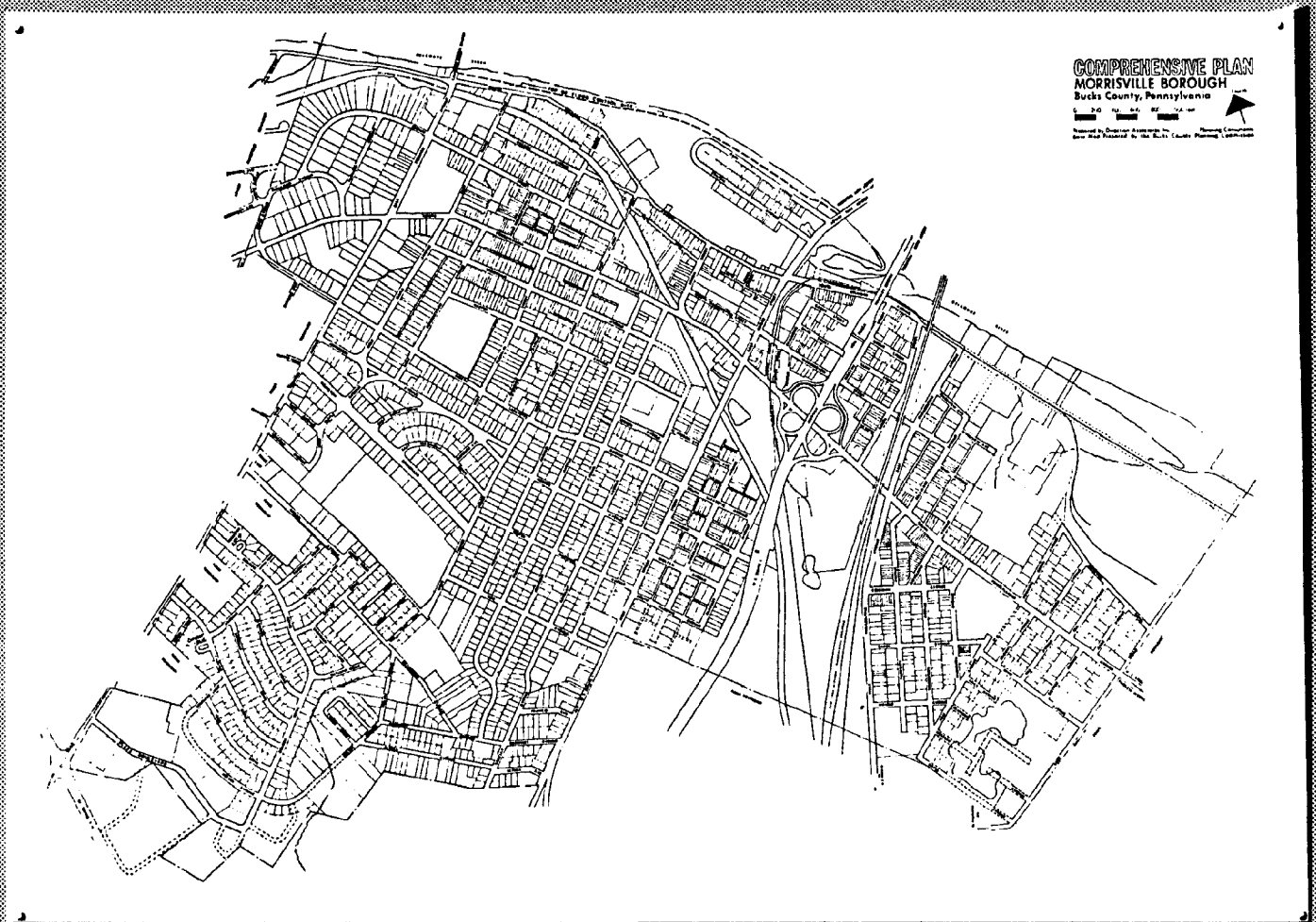

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COMPREHENSIVE PLAN

MORRISVILLE BOROUGH Bucks County, Pennsylvania

AS PART OF THE IMPLEMENTATION OF THE PENNSYLVANIA COASTAL ZONE MANAGEMENT PROGRAM



PREPARED FOR: MORRISVILLE BOROUGH COUNCIL
PREPARED BY: DIRECTION ASSOCIATES, INC., URBAN PLANNERS

Coastal

Funded and Coordinated through
Dept. of Environmental Resources
Office of Resources Management
Coastal Zone Management Office

Zone

COMPREHENSIVE PLAN UPDATE

MORRISVILLE BOROUGH

BUCKS COUNTY

As Part of the Implementation of the
PENNSYLVANIA COASTAL ZONE MANAGEMENT PROGRAM

PREPARED FOR:

MORRISVILLE BOROUGH COUNCIL

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SEPTEMBER, 1982

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I. INTRODUCTION

This update of the Morrisville Comprehensive Plan was made possible through a grant from the Pennsylvania Department of Environmental Resources, which administers the Pennsylvania Coastal Zone Management Program. Pennsylvania operates its Coastal Zone Management Program under Section 306 of the Federal Coastal Zone Management Act.

Pursuant to the grant, Direction Associates, Inc., was contracted to provide an updated framework for municipal decision making for Morrisville, which is consistent with the Pennsylvania Coastal Zone Management Program, and to prepare recommendations concerning modifications to the Borough's Zoning Ordinance and Subdivision/Land Development Ordinances.

Direction Associates, Inc., takes this opportunity to acknowledge the cooperation of the Morrisville Borough Planning Commission, the Bucks County Planning Commission, and the Delaware Valley Regional Planning Commission in the preparation of this document.

Since this is by design an update of the existing Comprehensive Plan, it has been decided that some of the texts of both the Comprehensive Plan prepared in 1966 and the Comprehensive Plan Supplement prepared in 1970 would be incorporated verbatim in this Update. Both of these documents, which were prepared by the Bucks County Planning Commission, contain valuable research and insights pertaining to the development of Morrisville. This work should be preserved and merged with new information and any new recommendations pertaining to future land use and development within the Borough. It is believed that a useful chronology of planning in Morrisville will result from this approach.

In 1966, the Bucks County Planning Commission commented on the need for, and the process of, planning. These comments are worthy of review, for they are still relevant.

"Need for a Plan: The modern urban community is a highly complex structure. Its land and buildings are used for an endless variety of purposes and these purposes are made

possible through an extremely complex series of facilities such as streets, water lines, sewer systems, schools, parks, fire stations, and other facilities. Not only is each part of the community structure complex and important itself, but each also interacts in various ways with all the other elements. For example, the conversion of a single family home for multiple dwelling use influences far more than the residents of that building — it contributes to traffic volumes and parking demands, it often increases public school enrollment, and it also puts new burdens on unseen public facilities such as water and sewer. Because of the complex and interrelated character of an urban community, the problems that exist today can seldom be solved individually, and in recent years the responsibility for coordinating problem solving activities has become more and more the responsibility of the local municipal government."

"Each time an individual or a public agency constructs an improvement, however small, the Borough changes. The Comprehensive Plan will guide such change so that Morrisville can become a better place in which to live and work. It will influence the decisions of individuals; it will serve as a policy guide for the Borough Council; it will become the foundation of various laws and programs, such as zoning and urban renewal. Because the objectives and needs of the Borough may change from time to time, the Planning Commission intends to review and reassess the major proposals of the Plan periodically in the light of changing conditions."

"What is Planning and Why? For community planning to succeed, a clear understanding of the meaning of planning and the process by which a plan is made is essential. The following statements help to explain the meaning of planning and the purposes of planning.

- 'It is the job of the planning agency — on the basis of its study of social, economic, and physical conditions and trends in the city — to assist in formulating over-all policies and plans for the guidance of the legislative body . . . ' L. Segoe.

Local Planning Administration (Public Administration Service), 1941.

- 'Planning . . . is not an operating function. Its job is not to carry out programs of public or private development but to create the organized pattern which will guide public and private endeavor in producing a better and more efficient urban community. Furthermore, planning is not a method of finding ways for spending more tax dollars but rather a process designed to obtain the greatest efficiency and lasting benefit from each dollar spent in the physical development of the community, whether from public or private sources.'

Chamber of Commerce of the United States. City Planning and Urban Development, 1952.

- 'There are many reasons why . . . officials adopt planning — and why forward-looking citizens support them when they do. These reasons are illustrated by the six functions of planning:
 1. Planning is a means of preparing for the future.
 2. Planning helps to get at the roots of problems.
 3. Planning helps do first things first.
 4. Planning helps set sound policies for development.
 5. Planning is a technique for coordination.
 6. The planning process is a means of correlating, educating, and inspiring.'

Community Planning Division of Sears, Roebuck and Company. The abc's of Community Planning, 1962.

"We believe planning is necessary to give reality to the coordinated and orderly development of the Borough, and to insure that this development will lead to the results desired by Borough residents. We believe planning is the only logical choice and the only rational means of guiding physical development, and we believe the rights of citizens and the responsibilities of government require the use of planning in making decisions concerning physical development."

"The Definition of a Comprehensive Plan: The word "plan", according to Webster's International Dictionary, "is the general word for a proposed method of action".

"In this sense, most individuals and organizations plan for their future activities. Such plans may be mental, written notations, or a published document. They may emphasize

scheduling, financing or express goals and ideas. Therefore, depending upon the originator and upon the purpose of a plan, each plan will have certain characteristics. Most community development plans are similar, since their originator is the municipal government and their purpose is community development."

"A Comprehensive Plan for physical development is defined as follows:

- "The . . . (comprehensive) . . . plan is the official statement of a municipal legislative body which sets forth its major policies concerning desirable future physical development; the published . . . (comprehensive) plan document must include a single, unified general physical design for the community, and it must attempt to clarify the relationship between physical development policies and social and economic goals."¹

"The Essential Elements of a Comprehensive Plan: Three elements are generally recognized as being essential to a Comprehensive Plan. They are defined by the Department of Housing and Urban Development as follows:²

- The Land Use Section: Projects future community land needs, showing by location and extent, areas to be used for residential, commercial, industrial, and public purposes.
- The Community Facilities Section: Shows the location, type, capacity, and area served, of present and projected or needed community facilities, including recreation areas, schools, libraries, and other public buildings. It may also show other public utilities and services.

¹T.J.Kent, Jr., The Urban General Plan, Chandler Publishing Company, San Francisco, 1964.

²Housing and Home Finance Agency, Answers on the Comprehensive Community Plan (Program Guide 2) Washington, D.C., August, page 3.

- The Thoroughfare Section: Provides a system of major streets, existing and proposed, distinguishing between limited access, primary, and secondary thoroughfares, and relating major thoroughfares to the road network of the surrounding area."

"Steps of the Planning Process: The planning process includes four major steps: (1) survey and analysis of existing conditions, (2) policy determination or the establishment of goals and standards, (3) synthesis of existing conditions and goals into a Comprehensive Plan, and (4) effectuation.

- (1) Survey and Analysis: The purpose of this first step is to objectively review in detail a wide range of existing conditions and to determine the important and essential elements or characteristics of these conditions. The background data and basic planning studies in this report have guided the Commission in both determining the facts and drawing important conclusions concerning the social, economic and physical factors which influence the character of the Borough and control the possibilities for future development. In other words, the survey and analysis of existing conditions provided the information upon which the policies were determined and the plan formulated.
- (2) Policy Determination: The identification of the Borough's role in Bucks County and the Region, the development of goals, and the adoption of standards to serve as a guide in developing the planning proposals of the Comprehensive Plan are the elements which constitute general comprehensive planning policies.

Determination of policy, however, is as important as the policies themselves. Determination refers to the act of coming to a decision after observation, investigation, and study of the available information.

Through citizen participation, the people in the community are given an opportunity to express the goals and aspirations that they believe should be reflected in the Comprehensive Plan. Citizen participation is obtained via technical advisory committees, civic organizations, public meetings, public hearings, press coverage, publications, and educational programs.

- (3) The Comprehensive Plan: The Comprehensive Plan synthesized the facts and information gained in the survey and analysis with the policies established in the policy determination step.

In other words, the Comprehensive Plan is the product of a process of reasoning which:

- (a) Begins with the accumulation and comprehension of facts and information in Step (1).
- (b) Proceeds to the determination of policy in Step (2).
- (c) Continues to the formulation of the Comprehensive Plan in Step (3).

The uses of a Comprehensive Plan are several:

- First and foremost, the Comprehensive Plan provides a means for setting forth a unified group of basic policies and general proposals for the physical development of the Borough for the use of Borough Council in governing the affairs of the community.
- Secondly, after the adoption by Borough Council, the Comprehensive Plan will enable Council, the Planning Commission, and the citizens to review any current issues and proposals against a clear picture of what has been decided as the most desirable plan for the future physical development and the future character of the Borough.
- Thirdly, through the Comprehensive Plan, the Borough presents a clear picture of its long range and general policies on community development to all other persons concerned with development.
- Fourth, the Comprehensive Plan enables Borough Council to receive the counsel of the Planning Commission in logical and unified form.
- Fifth, the Comprehensive Plan helps to educate everyone who reads it as to the conditions, problems, and opportunities; the possibilities of the future; the present status and projected future trends; and the operations of the government with respect to physical development.

- (4) Effectuation: Action programs will be initiated as the result of proposals outlined in the Comprehensive Plan. Referral to the Comprehensive Plan will be made by Borough Council, Planning Commission, citizens, and others — to provide a comprehensive basis for the evaluation of proposals affecting physical development."

II. HISTORICAL DEVELOPMENT

To provide a clearer perspective on land use and development considerations, it is extremely useful to examine the past history of a given municipality's growth. In 1966, the Bucks County Planning Commission provided an excellent land development chronology. The following are their words.

- For a time, the settlement which was to become Morrisville was known as Colvins Ferry. George Washington crossed the river at this point to escape capture by the British in 1776. He set up his headquarters at "Summerseat" during the early part of December of the same year prior to the Battles of Princeton and Trenton. Summerseat, located next to the Reiter Elementary School, until recently served as the administration building for the Morrisville School System. Although Summerseat House is a well known historical landmark, the more important legacy is the relatively large number of buildings of fine architectural design.

Morrisville was named for Robert Morris, financier of the American Revolution who, at the peak of his fortunes, owned about 2,500 acres in the immediate area. During the early days of the Republic, the Morrisville area was under active consideration as a site for the National Capitol. A post office was established at Morrisville in 1795. The village was incorporated as a borough in 1804, at which time the population numbered about 200 persons.

Land Development:

- During the Nineteenth Century: At the time of incorporation, Morrisville occupied somewhat less than half of the approximately two square miles within the present jurisdiction of the Borough. The original boundaries extended from Ridge Avenue on the north at the present Lower Makefield Township line, south to a line running through the borrow pit between Cleveland and Bowling Green Avenues, roughly at right angles to the line of the river. The Borough at that time extended westward roughly to what is now Lafayette Avenue, and its projection southward to Robertson Avenue.

Early development of the Borough took place generally between East Palmer Street on the north and Delaware Avenue on the south with relatively little development west of what is now Pennsylvania Avenue. Stores and shops serving the Borough and the nearby farm communities to the west developed along what is now East Bridge Street. However, because of the proximity of downtown Trenton by way of a bridge just to the north of the present Lower Trenton Bridge, Morrisville never contained a regionally significant business district.

By the turn of the century, Morrisville contained two important industries, the Tile Works (now the Robertson Manufacturing Company) and the Vulcanized Rubber Company (now the Vulcanized Rubber and Plastics Company). Both were dependent upon railroad spurs from the adjacent Pennsylvania Railroad.

- Early Twentieth Century: In 1900 Morrisville was a quiet residential suburb of Trenton with somewhat less than 1,400 population. The Borough continued to grow with residential development extending north of the old town center and west of the Delaware Canal in the direction of Trenton Avenue.

The pace of development was greatly accelerated by the establishment of streetcar lines crossing the Delaware from Trenton by way of the Calhoun Street Bridge, particularly the line extending south from Trenton Avenue along Pennsylvania and Philadelphia Avenues to Tullytown and Bristol. This boom in residential development was to last, with only minor interruptions, from before the first World War right through the 1920's.

The area two and three blocks deep along both sides of North Pennsylvania Avenue was developed in substantial middle income houses at this time. The Morris Heights Section, north of Trenton Avenue was also developed during this time. Just before and just after the first World War, residential building was also pushing westward along West Bridge Street past Lafayette Avenue into what was then Falls Township. West of Pennsylvania and south of Philadelphia Avenues, modest single family detached housing interspersed with small semi-detached housing and row houses was constructed. Some of the housing on "the island", extending north from East Bridge Street into what is now Williamson Park, also dates from this pre-World War I and early post war period.

The Borough's boundaries remained fixed from its incorporation in 1804 until 1918, when a large number of properties, many of them farms south and west of the Borough, were annexed. This annexation extended the Borough westward between Trenton Avenue and Bridge Street to include the Gindin Tract (Highland Park), Washington Heights, and Chedester Manor. South of Bridge Street the 1918 annexation extended the Borough to its present boundaries on the south and west.

This single very large annexation included a number of developed and partially developed subdivisions in Falls Township. This helps to explain the disjointed street systems in the Issac Wood Estate, Manor Park, Chedester Manor, and Riverview Estates. Poor circulation between individual subdivisions and very difficult north-south movement within the Borough west of Lafayette Avenue is the legacy of this uncoordinated development.

The two borrow pits on either side of Pennsylvania Avenue in the Fourth Ward were excavated for their sand and gravel following World War I. They are currently used for dumping rubbish and have a blighting effect on the residential development around them.

The Great Depression of the 1930's left its mark not only upon the people, but also upon the ground in Morrisville. The Highland Park development went into bankruptcy in 1934 when it was only about half built. After remaining vacant for over twenty years, a large number of the undeveloped lots on the west side of Hamilton Boulevard were acquired by the Morrisville School District, and the new high school was built on the site in 1958. A number of the lots off Trenton Avenue were sold for the Lincoln Arms apartments at about the same time.

The Washington Heights subdivision between West Palmer and West Bridge Streets went into bankruptcy in 1939. This explains why the subdivision contains pre-World War II houses on some lots and post-war housing on others.

Grandview Estates was recorded in 1954 in Falls Township and about 350 small single family houses were built. Difficulties developed, and the Federal Housing

Administration foreclosed on the project after only about ten percent of the houses were sold. F.H.A. redesigned the heating systems in the houses and put the houses back on the market.

The development, plus additional undeveloped land west of the subdivision, was annexed to Morrisville by court order in 1956. Many of the Grandview Estates houses were vacant for a number of years. However, most of the homes have now been sold.

In 1962 the Borough annexed a small area bordering on Nolan Avenue just off Trenton Avenue, known as the English Tract. This action reduced the size of one of three pockets of land along Trenton Avenue under the jurisdiction of Falls Township.

Since 1965, land development in the Borough has been characterized by the conversion of single family residences into multi-family duplexes, triplexes, and quadplexes. There have also been some garden apartments built on smaller tracts of vacant land.

Transportation Influences:

Both the availability and physical location of transportation facilities have played an important role in shaping the land development patterns within the Borough. Some of these influences have been noted in the 1965 Plan.

Immediately following the Revolutionary War, as many as three ferrys provided river crossings between Trenton and Morrisville, fording the Delaware River in much the same manner as did Washington during the War.

During those early days, goods and travelers journeyed via the Delaware River to and from Philadelphia. The river was the desired travel route due to the relatively poor condition of overland trails to and from Philadelphia.

Not surprising is the fact that the early limits of the Borough did not exceed far beyond the banks of the Delaware River.

The early and mid-1800's gave rise to new transportation developments and the inherent expansion of Borough boundaries. First, the Decatur Street Bridge, then later the

Calhoun Street Bridge, provided improved links to Trenton, New Jersey. A turnpike, completed in 1813, provided a further improvement in land transportation and linked Morrisville to towns and settlements to the south and west. The Delaware Canal, completed in 1832, provided a freight link (specifically coal) between Easton and Bristol. The Pennsylvania Railroad was extended through Morrisville in 1833, and provided still another impetus for land development in the Borough.

While the Borough was being influenced by an expanding and advancing transportation system during the 19th Century, its population grew slowly but steadily. In marked contrast, the first thirty years of the 20th Century witnessed rapid population growth in the Borough. During the period, trolley lines linked the Borough with Trenton, New Jersey, and with towns immediately to the north. The Lincoln Highway, connecting New York City and San Francisco, was completed also during this time.

During the next thirty years the Borough would witness additional improvements in land-based transportation systems, particularly interstate highway networks, culminating in the opening of U.S. Route 1. For a time, U.S. Route 1 included Bridge Street, as well as the Lower Trenton Bridge.

Both U.S. Route 1 and the Amtrak Railroad Line maintain an overwhelming physical presence in the Borough. In fact, they form a physical barrier separating the South Morrisville section from the remainder of the municipality. Not surprising is the fact that industrial and related uses are dominant along this same corridor.

One lasting influence upon land development within the Borough continues to be its regional location, and in particular, its proximity to Trenton. Mercer County and Trenton continue to be important business and employment centers for Borough residents. Lower Bucks municipalities also provide employment centers for Borough residents. Earlier trends marked by a shift of manufacturing employment away from Morrisville and Trenton to other Lower Bucks County and Mercer County municipalities is expected to continue. The extent to which Trenton and Morrisville encourage the development of businesses to service these manufacturers, and those employed by them, may be a key to their future strength.

III. POPULATION

An analysis of the Borough of Morrisville's population continues to be a valuable tool in decision making pertaining to future land use.

The population of the Borough appears to have peaked in 1970 when a total of 11,309 persons resided in the Borough. A 12.9% decline in population has been registered for the period 1970 to 1980. Recently released 1980 Census data on population shows that population of the Borough stood at 9,945 persons. Table 3.1 shows that in 1980 the Borough registered a population decline for the first time in one hundred forty years.

TABLE 3.1 POPULATION OF MORRISVILLE BOROUGH
1910 TO 1980

<u>Year</u>	<u>Population</u>	<u>Change Over Preceeding Census</u>	
		<u>Number</u>	<u>Percent</u>
1810	261	0	0
1820	391	130	50.0%
1830	531	140	35.8%
1840	405	-126	-23.7%
1850	565	160	39.5%
1860	784	219	38.8%
1870	813	29	3.7%
1880	968	155	19.1%
1890	1,203	235	24.2%
1900	1,371	168	14.0%
1910	2,002	631	46.0%
1920	3,639	1,637	81.8%
1930	5,368	1,729	47.5%
1940	5,493	126	2.3%
1950	6,787	1,294	23.6%
1960	7,790	1,003	14.8%
1970	11,309	3,519	45.1%
1980	9,845	-1,464	-12.9%

Sources: Comprehensive Plan, Borough of Morrisville, Bucks County. Bucks County Planning Commission. September, 1966.

1980 Census of Population and Housing: Pennsylvania Advance Reports. U.S. Department of Commerce, Bureau of the Census, March, 1981.

While Morrisville Borough has exhibited a decline in population of 12.9% in the period from 1970 to 1980, the Township of Lower Makefield, as well as Falls, has exhibited population increases of 17.2% and .6% respectively. Additionally, Bucks County exhibited an increase in population of 15% during this same period. Table 3.2 shows the population changes in these several municipalities.

TABLE 3.2 POPULATION CHANGE
SELECTED PENNSYLVANIA MUNICIPALITIES AND BUCKS COUNTY
1970 TO 1980

<u>Municipality</u>	<u>Population</u>		<u>Change</u>	
	<u>1970</u>	<u>1980</u>	<u>Number</u>	<u>Percent</u>
Falls Township	35,850	36,083	233	.6%
Lower Makefield Township	14,804	17,351	2,547	17.2%
Morrisville	11,309	9,845	-1,464	-12.9%
Bucks County	416,728	479,211	62,483	15.0%

Source: 1980 Census of Population and Housing: Pennsylvania Advance Reports. U.S. Department of Commerce, Bureau of the Census, March, 1981.

Trenton, New Jersey, lost almost an identical percentage of its population as did Morrisville from 1970 to 1980. This population loss occurred as the surrounding municipalities experienced population growth. Table 3.3 shows the parallel population changes in these several New Jersey municipalities.

TABLE 3.3 POPULATION CHANGE
SELECTED NEW JERSEY MUNICIPALITIES AND MERCER COUNTY
1970 TO 1980

<u>Municipality</u>	<u>Population</u>		<u>Change</u>	
	<u>1970</u>	<u>1980</u>	<u>Number</u>	<u>Percent</u>
Ewing Township	32,831	34,842	2,011	6.1%
Hopewell Township	10,030	10,893	863	8.6%
Trenton	104,786	92,124	-12,662	-12.1%
Mercer County	304,116	307,863	3,747	1.2%

Source: 1980 Census of Population and Housing: New Jersey Advance Reports. U.S. Department of Commerce, Bureau of the Census, March, 1981.

Both Morrisville and Trenton continue to compete with outlying townships in offering residences. They do not appear to be competing as much with their immediate neighbors, but compete now with the more rural townships. The extent to which Morrisville can provide an attractive living environment to prospective and existing residents will determine whether or not it continues to lose the competition.

Age Distribution:

Changes in the age composition of the Borough's population between 1970 and 1980 are also worthy of mention. Persons under the age of 5 years have declined by 34%. In 1980, 663 persons under the age of 5 years were recorded in the Borough, down from a total of 1,017 such persons in 1970. The number of persons in the 5 to 17 age group declined by 28%. There were 1,894 such persons recorded in 1980, down from 2,636 in 1970. Persons age 18 to 64 years declined during this same period, but only by 9%. In 1980, 6,108 persons in this age bracket were recorded, down from 7,769 such persons in 1970. Particularly worthy of mention is the fact that the Borough recorded a 23% increase in the number of persons age 65 years and over from the period 1970 to 1980. A total of 1,180 such persons resided in the Borough in 1980, up from 957 such persons in 1970.

Table 3.4 tracks the changes in Population Age Composition and Fertility Rates over the last forty years in the Borough. Interesting to note is the fact that the percentage of the total population aged 65 and over has nearly doubled in forty years. The percentage of pre-school children and female fertility rates have dropped to or below 1940 levels.

TABLE 3.4 AGE COMPOSITION AND FERTILITY RATES
MORRISVILLE BOROUGH
1940 to 1980

AGE COMPOSITION:

	1940		1950		1960		1970		1980	
0 to 4 Pre-School	367	6.7%	681	10.0%	718	9.2%	1,017	9.0%	663	6.7%
5 to 19 School Age	1,383	25.2%	1,357	20.0%	1,903	24.4%	2,837	25.0%	2,223	22.6%
20 to 64 Labor Force	3,390	61.6%	4,189	61.8%	4,388	56.4%	6,498	57.5%	5,779	53.7%
65 and Over Retirement	353	6.5%	560	8.2%	781	10.0%	957	8.5%	1,180	12.0%
	5,493	100.0%	6,787	100.0%	7,790	100.0%	11,309	100.0%	9,845	100.0%

FERTILITY RATES:

	1940	1950	1960	1970	1980
Children 0 to 4	367	681	718	1,017	663
Females 20 to 44	1,082	1,406	1,332	2,093	1,835
Children Per 1,000 Females	339	484	539	486	361

Sources: Comprehensive Plan, Borough of Morrisville, Bucks County. Bucks County Planning Commission. September, 1966.

U.S. Census General Characteristics of the Population 1970 - Philadelphia, Pa. - N.J. SMSA.
U.S. Department of Commerce, 1972.

Morrisville Profile - Characteristics of Persons - 1980 Census of Population. Delaware Valley Regional Planning Commission. Regional Information Services Center. July, 1982.

Morrisville's shrinking and aging population, a conclusion supported by the preceding data, will have their effects on community facilities in the future. These effects and the actions necessitated by them, will be outlined in later sections of this plan.

Household and Family Characteristics:

To be expected with any population decrease, is an accompanying decrease in the number of families residing in the Borough. To be sure, an 11% decrease in the number of families occurred from 1970 to 1980.

Dramatic changes in the marital status of residents occurred within the Borough during this same period. The number of married persons residing in the Borough declined from 5,578 in 1970 to 4,419 in 1980, representing a 21% decrease.

Separations and divorces increased by 46% and 86%, respectively, during the decade.

The number of widowed persons declined from 815 in 1970 to 637 in 1980. This represented an overall decrease of 22%.

Additionally, the number of married couple families was reduced from 2,608 such families in 1970 to 2,154 in 1980, a 17% decline. Female-headed households increased from 285 in 1970 to 346 such households in 1980.

Social and Economic Characteristics:

Educational attainment, occupation and income level are considered to be reliable indicators of socioeconomic characteristics in a given municipality. These indicators, coupled with the previous data, can provide an even clearer understanding of the present conditions in Morrisville. Unfortunately, socioeconomic characteristics derived from the 1980 Census are not yet available. However, the 1970 Census will provide some update of the material provided in the previous plan.

TABLE 3.5 EDUCATION ATTAINMENT CHARACTERISTICS
FOR PERSONS AGED 25 AND OVER
1960 TO 1970

	Median School Years Completed 1960	Median School Years Completed 1970	Percent High School Graduates 1960	Percent High School Graduates 1970
Trenton, N.J.-Pa.				
Urbanized Area:	9.0	11.9	18.0%	49.4%
Bucks County:	11.6	12.3	29.5%	58.9%
Morrisville:	10.7	12.1	27.1%	55.2%

Source: Comprehensive Plan, Borough of Morrisville, Bucks County. Bucks County Planning Commission. September, 1966.

General Social and Economic Characteristics - Pennsylvania 1970 Census of Population. U.S. Department of Commerce. May, 1972.

As Table 3.5 shows, a marked improvement in educational attainment occurred in Morrisville during the decade. The percentage of those persons age 25 and over who graduated from high school doubled.

Occupation, as stated in the previous Comprehensive Plan, is yet another indicator of socioeconomic characteristics.

Table 3.6 provides information concerning the rate per thousand persons employed in various occupations in both Bucks County and Morrisville in both 1960 and 1970 (1980 data is presently unavailable).

TABLE 3.6 NUMBER OF PERSONS BY OCCUPATION
PER THOUSAND EMPLOYED
1960 TO 1970

	Bucks County		Morrisville	
	1960	1970	1960	1970
1. Operatives:	215	159	242	158
2. Craftsmen and Foremen:	188	131	174	116
3. Clerical:	134	225	156	260
4. Professional and Technical:	130	165	94	174
5. Managers and Proprietors:	91	70	71	62
6. Sales:	76	78	52	69
7. Service Workers:	70	100	75	102
8. Laborers:	52	32	73	33
9. Other:	44	40	63	26
	1,000	1,000	1,000	1,000

Sources: Comprehensive Plan, Borough of Morrisville, Bucks County. Bucks County Planning Commission, September 1966.

1970 Census of Population General Social and Economic Characteristics - Pennsylvania. U.S.

Table 3.6 shows a marked decrease in the rate per thousand of operatives and craftsmen in both Morrisville and Bucks County during the ten year period. Laborers experienced similar decreases. The rate per thousand of clerical workers increased considerably from 1960 to 1970. Professional and technical workers also experienced increases in the rate of incidence; with the rate nearly doubling in Morrisville by 1970. The rate of incidence of service workers per thousand employed also increased slightly during the decade.

Income:

Income data are often used as a variable to describe socioeconomic characteristics of a municipality.

In Morrisville, the median family income increased by \$2,287, from 1959 to 1969. Median family income was \$6,559 in 1959 and \$8,886 in 1969. If adjusted for inflation, however, there appears to be little or no real growth in median family income.

Table 3.7 shows the percentage of families earning incomes in certain specific ranges in Morrisville in 1959 and 1969.

TABLE 3.7 PERCENTAGE DISTRIBUTION OF FAMILIES BY SIZE
OF INCOME
MORRISVILLE BOROUGH
1959 TO 1969

Year	<u>Income Range</u>					
	<u>Under</u> <u>\$4,000</u>	<u>\$4,000</u> <u>-\$6,999</u>	<u>\$7,000</u> <u>-\$9,999</u>	<u>\$10,000</u> <u>-\$14,999</u>	<u>\$15,000</u> <u>-\$24,999</u>	<u>\$25,000</u> <u>Or More</u>
1959	14.0%	42.6%	23.9%	15.1%	3.6%	0.8%
1969	7.7%	13.1%	24.0%	35.0%	18.0%	3.2%

Sources: Comprehensive Plan, Borough of Morrisville, Bucks County. Bucks County Planning Commission, September, 1966.

1970 Census of Population General Social and Economic Characteristics - Pennsylvania. U.S. Department of Commerce, May, 1972.

Outwardly significant is the shift of families to upper income ranges and the growth in the percentage of families whose incomes exceed \$15,000. Once again, if adjustments are made for inflation, real growth is suspect.

Population Projections:

As noted in the earlier Comprehensive Plan prepared by the Bucks County Planning Commission, the large tracts of developable land were built upon by 1960. Garden apartment construction and single family dwelling conversion during the sixties accounted largely for the increase in the Borough's population by 1970.

The difficulty and uncertainty in making population projections is readily acknowledged. However, two agencies have provided projections of future population in Morrisville. They do differ in their respective conclusions.

In 1977 the Delaware Valley Regional Planning Commission, as part of the Year 2000 Transportation Plan, forecast that by the year 2000 the population of the Borough would stand at 11,000 persons. This projection was based primarily on the rates of growth between the 1960 and 1970 Census, without the benefit of 1980 Census information. The Pennsylvania Department of Environmental Resources, as reported to the Bucks County Planning Commission, has projected that Morrisville's population at 9,573 persons in 1990 and 9,228 persons by the year 2000.

Based upon 1980 Census information cited earlier regarding declines in the pre-school and school-aged population and the "built" character of the land use, the latter projection is believed to be the more reasonable expectation. The Borough of Morrisville will more than likely follow the trend of older urban communities and concentrate their efforts on developing strategies aimed at population stabilization rather than at population growth.

IV. ECONOMIC BASE

Commercial (including retail) and industrial establishments form the economic base of any community, and it is extremely important that any community recognize any changes that have occurred within that base. This recognition can influence the future planning effort and assist decision makers in land development deliberations.

Industrial Base:

Table 4.1 provides information concerning the number of industrial establishments and employees by Standard Industrial Classification, listing a Morrisville address in 1975.

TABLE 4.1 INDUSTRIAL ESTABLISHMENTS
AND EMPLOYEES WITH MORRISVILLE ADDRESS - 1975

<u>S.I.C.</u>	<u>Number Of Establishments</u>	<u>Number Of Employees</u>
Wet Corn Milling	1	211
Wood Kitchen Cabinets	1	1
Commercial Printing	1	1
Bookbinding	1	11
Industrial Gases	1	7
Chemicals/Chemical Preparation	1	49
Industrial Inorganic Chemicals	1	198
Fabricated Rubber Products	4	392
Miscellaneous Plastics	3	200
Ceramic Tile	1	201
Pottery Products	1	17
Concrete Block/Brick	3	252
Machine Tools - Metal Forming	2	15
Machinery (except Electrical)	1	4
Motor Vehicle Parts/Accessories	1	1
Sporting and Athletic Goods	1	57
TOTALS:	24	1,617

Source: 1975 Pennsylvania Industrial Directory. Commonwealth of Pennsylvania, 1975.

Table 4.2 provides similar information by Standard Industrial Classification for 1979.

TABLE 4.2 INDUSTRIAL ESTABLISHMENTS
AND EMPLOYEES WITH MORRISVILLE ADDRESS - 1979

<u>S.I.C.</u>	<u>Number Of Establishments</u>	<u>Number Of Employees</u>
Wet Corn Milling	1	226
Wood Kitchen Cabinets	2	2
Commercial Printing	4	19
Bookbinding	1	9
Industrial Inorganic Chemicals	1	185
Chemicals/Chemical Preparation	1	89
Fabricated Rubber Products	4	413
Miscellaneous Plastics	2	75
Ceramic Tile	1	175
Concrete Block/Brick	2	77
Ready Mix Concrete	1	37
Fabricated Metal Products	1	3
Machine Tools - Metal Forming	2	15
Machinery (except Electrical)	1	4
Sporting & Athletic Goods	1	39
Costume Jewelry	<u>1</u>	<u>10</u>
TOTALS:	26	1,378

Source: 1979 Pennsylvania Industrial Directory, Commonwealth of Pennsylvania, 1975.

Industrial Expansion:

As stated in the 1966 Comprehensive Plan, trends in capital expenditures, wages and salaries, value of production, and value added by manufacture are often used to evaluate the strength of a community's industrial base.

Capital expenditure is defined as the cost of physical plant and that equipment purchased for replacement purposes, as well as for additions to productive capacity. The amount spent on capital expenditures is indicative of a private firm's analysis of what is needed to keep an up-to-date physical plant.

Wages and salaries are the gross annual earnings of employees on the payroll. The amount of wages and salaries

paid over a period of years reflects the growth or contraction of an industry's or group of industries' ability to support the local labor force. On the whole, an increase in wages and salaries leads to a better compensated labor force, who in turn has more disposable income with which to buy more consumer goods.

Value of production is defined as the net selling value of production, excluding freight charges and excise tax. This variable measures the income of an industry. Since profits are determined as a percentage of total income, the value of production variable may be used to estimate growth. A rise in value of production is indicative of a healthy economy.

Value Added by Manufacture is a measure derived by subtracting the total cost of raw and semi-finished materials from the total value of production. Value added by manufacture measures, to a great extent, the amount of production related employment occurring in the industry. A rise in value of production can be indicative of a healthy economy.

Table 4.3 shows the trends in these economic indices for Morrisville manufacturing industries for the years 1960, 1964, and 1977.

TABLE 4.3 ECONOMIC INDICES FOR MANUFACTURING INDUSTRIES
MORRISVILLE BOROUGH - 1960, 1964, 1977

<u>Year</u>	<u>Number of Plants</u>	<u>Capital Expenditures</u>	<u>Number of Employees</u>	<u>Wages and Salaries</u>	<u>Value of Production</u>	<u>Value Added of Manufacturer</u>
1960	21	\$ 350,600	973	\$ 5,313,000	\$ 16,891,500	\$ 9,187,600
1964	20	\$ 1,002,600	925	\$ 5,774,200	\$ 13,971,600	\$ 8,680,300
1977	26	\$ 2,880,000	1,563	\$22,322,000	\$181,278,000	\$74,277,000

Sources: Comprehensive Plan, Borough of Morrisville, Bucks County. Bucks County Planning Commission, September, 1966.

1979 Pennsylvania County Industry Report, Bucks County. Commonwealth of Pennsylvania, 1979.

The preceding Tables show a rather steady but narrow industrial base in Morrisville. But, that industrial base cannot and does not support the entire labor force.

The Borough continues to rely upon industrial employers in surrounding townships (particularly Falls Township) to provide employment for its work force.

Work force reductions such as those recently announced at U.S. Steel's Fairless Works, and recent plant closings at the Vulcanized Rubber and Plastics Company and the Robertson-American Corporation, will undoubtedly weaken the Borough's industrial base for the foreseeable future.

Commercial Base:

Significant changes have also occurred in the retail sector of the Borough. During the first forty years of the 20th Century, retail establishments were for the most part located on Bridge Street. Although modest by today's standards, a supermarket and a retail clothing store provided two anchors which supported additional smaller shops on Bridge Street.

Continued population out-migration was largely responsible for the development of the Morrisville Shopping Center on Trenton Avenue during the 1950's and the Pennsbury Plaza Shopping Center during the 1960's. These two shopping centers at first competed directly with the retail businesses located on Bridge Street. Soon, however, the competition proved too great, and the Bridge Street commercial area was transformed from a retail center to largely a service oriented shopping center.

It does appear that both the number and sales volume of retail trade establishments has been rather stable during the past twenty-five years. Table 4.4 presents data on retail activity in Morrisville for selected years; 1954, 1958, and 1977.

TABLE 4.4 RETAIL TRADE STATISTICS
MORRISVILLE BOROUGH - 1954, 1958, 1977

<u>Year</u>	<u>Number of Establishments</u>	<u>Total Sales (\$1,000)</u>	<u>Paid Employees</u>
1954	106	\$13,003	N.A.
1958	98	\$15,238	565
1977	119	\$35,346	762

N.A.: Not Available.

Sources: Facts and Figures, Bucks County, Pennsylvania.
Bucks County Planning Commission, 1959.

1977 Census of Retail Trade - Pennsylvania.
U.S. Department of Commerce, August, 1979.

While retail trade has remained relatively constant in Morrisville during this period, it has grown dramatically in other Lower Bucks County municipalities. Table 4.5 reveals the magnitude of the change.

TABLE 4.5 RETAIL TRADE STATISTICS
SELECTED LOWER BUCKS MUNICIPALITIES
1958 - 1977

<u>Municipality</u>	<u>Number of Establishments</u>		<u>Total Sales (000's)</u>		<u>Employees</u>	
	<u>1958</u>	<u>1977</u>	<u>1958</u>	<u>1977</u>	<u>1958</u>	<u>1977</u>
Falls Township	40	218	\$ 9,853	\$119,322	410	2,189
Middletown Township	30	128	\$37,790	\$128,220	640	2,542
Bristol Township	75	271	\$ 7,538	\$141,041	295	2,253
MORRISVILLE BOROUGH	98	119	\$15,238	\$ 35,346	565	762

Sources: Facts and Figures, Bucks County, Pennsylvania. Bucks County
Planning Commission, 1959.

1977 Census of Retail Trade - Pennsylvania. U.S. Department
of Commerce, August, 1979.

As the preceding Table evidences, continued population out-migration to outlying townships has impacted heavily on Morrisville's commercial base. The Bridge Street/Pennsylvania Avenue District, once Morrisville's only community shopping facility, has become more neighborhood and service oriented. It is struggling to continue to perform this function. The relocation of the Post Office (to Falls Township) is an example of the shift from the Bridge Street/Pennsylvania Avenue area.

For a time, the Morrisville Shopping Center replaced the Bridge Street/Pennsylvania Avenue District as Morrisville's community shopping facility. The loss of the Lits Department Store from that center has heralded its gradual transition from a community shopping center to more of a neighborhood orientation.

Clearly, the Pennsbury Plaza has become the dominant community retail center in the Borough. With, among other tenants, two banks, two food markets, two pharmacies, a theater and a variety store, it now overshadows the other retail centers.

Also, one cannot ignore the influence of the Oxford Valley Mall located in Langhorne. This regional shopping center will continue to draw more shoppers to it due to its attractiveness, convenience, and variety in shoppers goods.

Financial Base:

Just as important an element of the Comprehensive Plan is information regarding the costs of governmental services and the revenues needed to provide those services.

Sources of Revenue

The Borough derives its revenue from taxes, permit and license fees, user fees and fines. Table 4.6 on page 27 shows the total receipts for 1981 and anticipated receipts for 1982. As shown, Real Estate levies account for 58.5 percent of the total 1982 revenues, down from 62.6 of total revenues in 1981.

However, both percentages are considerably higher than in 1960 when Real Estate taxes accounted for \$147,222 of the total \$347,339 in revenues, (42.3 percent).

Expenditures

Government services are necessary to the continued well-being of any community. Table 4.7 shows the categories of expenditure for Borough revenues in both 1981 and 1982. Table 4.7 appears on page 28.

TABLE 4.6
BOROUGH OF MORRISVILLE
GENERAL REVENUES
1981 - 1982

<u>RECEIPTS - GENERAL BOROUGH:</u>	<u>BUDGET-1981</u>	<u>BUDGET-1982</u>
Cash Balance	\$ 24,500.00	\$ 75,000.00
Taxes - Real Estate	505,414.00	511,353.00
Taxes - Per Capita	52,000.00	52,000.00
Taxes - Prior Years	25,000.00	26,500.00
Transfer Tax	24,000.00	20,000.00
Building Permits and Street Fees	4,500.00	4,000.00
Use and Occupancy Permits	3,000.00	2,500.00
Plumbers and Contractors		
Licenses & Fees	4,000.00	3,500.00
Coin Machines	4,000.00	3,500.00
Deeds Recorded	1,000.00	900.00
Peddlers Registrations	100.00	100.00
Traffic Fines	31,000.00	32,000.00
Truck Overweight Fines	10,000.00	12,000.00
Ordinance Fines	9,000.00	9,000.00
Parking Fines	7,000.00	5,200.00
Parking Meter Collections	3,500.00	3,000.00
Police - Miscellaneous Receipts	2,000.00	2,500.00
State Reimbursement for Police School	.00	2,500.00
Commonwealth of PA.-State Police Fines	4,000.00	5,500.00
County Aid	1,720.00	1,720.00
Beverage Licenses	2,450.00	2,450.00
Public Utility Tax	5,300.00	5,100.00
Commonwealth of PA. - Snow Removal	3,454.00	3,700.00
Morrisville School District	7,500.00	6,300.00
School's Share of Recreation Program	1,000.00	1,000.00
Reimbursement - Tax Collector	5,300.00	5,300.00
Interest - Williamson Park	600.00	600.00
Interest on Investments	10,000.00	18,000.00
Miscellaneous	8,500.00	8,500.00
Oxford Valley Cablevision	3,000.00	3,300.00
Dumping Charges	41,472.00	44,500.00
Reimbursement for fuel & electric (Sr. Cit.)	2,000.00	2,000.00
Petty Cash Return	100.00	100.00
 TOTAL GENERAL BOROUGH RECEIPTS:	 \$806,410.00	 \$873,623.00

Source: Borough of Morrisville 1982 Budget. Adopted
December 15, 1982.

TABLE 4.7
BOROUGH OF MORRISVILLE
GENERAL EXPENDITURES
1981 - 1982

<u>EXPENDITURES - GENERAL BOROUGH:</u>	<u>BUDGET-1981</u>	<u>BUDGET-1982</u>
Administration	\$259,278.00	\$289,587.00
Police	301,393.00	328,635.00
Streets	66,619.00	39,860.00
Sanitation	44,380.00	57,324.00
Public Property and Equipment	101,288.00	122,395.00
Miscellaneous Departments	<u>6,600.00</u>	<u>13,600.00</u>
 TOTAL GENERAL BOROUGH EXPENDITURES	 \$779,588.00	 \$851,401.00

Perhaps the most noteworthy increase in a particular expenditure category is in the area of police/public safety. Costs, as anticipated in 1982, have increased by 400% over 1960.

To the Borough's credit, is the fact that budget surplus in the amount of \$26,852 occurred in 1981 and another surplus in the amount of \$22,222 is anticipated in 1982.

V. LAND USE

As noted in an earlier section of this document, the Borough of Morrisville has traditionally been a residential community. Large tracts of land within the Borough were developed for single family houses, the last such tract being the Grandview Estates annexation. Since that time, residential development has been marked, first, by garden apartment construction and, second, by single family dwelling conversions to multi-family dwellings.

This phenomenon of conversions is readily evidenced by recent housing statistics. Table 5.1 compares 1970 and 1980 Census Data relevant to year-round housing units by the number of rooms.

TABLE 5.1
YEAR-ROUND HOUSING UNITS BY ROOMS
MORRISVILLE
1970-1980

<u>No. of Rooms</u>	<u>1970</u>	<u>1980</u>
1 Room	43	62
2 Rooms	73	63
3 Rooms	460	465
4 Rooms	856	694
5 Rooms	856	787
6 Rooms	1,692	1,847

Sources: 1970 Census of Housing, Detailed Housing Characteristics-Pennsylvania. U.S. Department of Commerce, May, 1972.

Morrisville Profile-Characteristics of Housing Units-1980 Census of Housing. Delaware Valley Regional Planning Commission. Regional Information and Services Center, July, 1982

A. Existing Land Uses

The Land Use Map on the next page graphically illustrates the continued predominance of residential land use within the Borough. Table 5.2 provides information on the total amount and percentage of each category of land use in the Borough. Individual parcel land uses were established utilizing base data provided by the Bucks County Planning Commission and field verifications (and in some cases corrections) by the Consultant.

TABLE 5.2
Existing Land Use-Acreage/Percent
Borough of Morrisville
1982

<u>Classification</u>	<u>Acreage</u>	<u>Percent of Total</u>
Residential	454.4	40.9
Commercial & Predominantly Commercial	56.0	5.0
Public/Semi-Public	181.4	16.3
Industrial	69.9	6.2
Railroad	48.7	4.4
Public R.O.W.	251.7	22.6
Vacant Land	<u>51.2</u>	<u>4.6</u>
TOTALS:	1113.3	100%



Residential Uses

The dominant land use (40.9) in Morrisville remains residential and includes single family, semi-detached, row housing and apartments.

General Housing Characteristics

Some changes have occurred with regard to housing characteristics and they are worthy of mention.

Tenure

As noted in the previous Comprehensive Plan, 68.1 percent of the housing units in Morrisville were owner-occupied and 31.9 percent were renter-occupied in 1960. The 1970 Census data for the Borough reveals that 60.3 percent of the units were owner-occupied and 39.7 percent were renter-occupied.

This downward trend in the number of owner-occupied units has been reversed. The 1980 Census shows the mix of owner versus renter-occupied to be 62 percent and 38 percent, respectively.

Age/Condition

Table 5.3 shows the number and percent of the total housing units constructed during various years.

TABLE 5.3
YEAR ROUND HOUSING UNITS
BY YEAR BUILD
MORRISVILLE BOROUGH - 1970

<u>Construction Period</u>	<u>Number</u>	<u>Percent</u>
1969 to 1970	10	.2
1965 to 1968	418	10.8
1960 to 1964	572	15.0
1950 to 1959	975	25.3
1940 to 1949	450	11.7
1939 or earlier	1427	37.0

Source: 1970 Census of Housing, Detailed Housing Characteristics-Pennsylvania. U.S. Department of Commerce. May, 1972.

Significant is the fact tha the percentage of units built prior to 1939 declined from 57 percent in 1960 to 37 percent in 1970, (Note: 1980 Census Detailed Housing Characteristics not yet available).

With regard to condition, the number of occupied housing units lacking plumbing facilities for exclusive use has risen from 32 in 1970 to 41 in 1980. The total number of vacant year-round housing units has nearly doubled from 100 in 1970 to 193 in 1980. The number of renter units vacant for more than two months increased from 15 in 1970 to 97 in 1980. The number of owner units which have been vacant and for sale for more than six months, have increased from 3 in 1970 to 13 in 1980.

Median Value of Housing

The median value of owner-occupied housing in Morrisville increased from \$13,725 in 1970 to \$43,600 in 1980.

Commercial Uses

The Land Map on page 31 and Table 5.2 show the location and extent of Morrisville's Commercial Land Use. Such uses include retail shopping centers located on East and West Trenton Avenue and the old East Bridge Street/Pennsylvania Avenue area. Offices and banks have increasingly become concentrated along East and West Trenton Avenue. Automotive uses have become concentrated south of Bridge Street.

Industrial Uses

Some 69.9 acres of industrial land exist within the Borough and industrial uses continue to be concentrated south of Bridge Street. Noteworthy is the fact that acreage occupied

by General Refractories Company on Post Road, Robertson-American Corporation, and Vulcanized Rubber and Plastics Company is now under utilized.

Public/Semi-Public

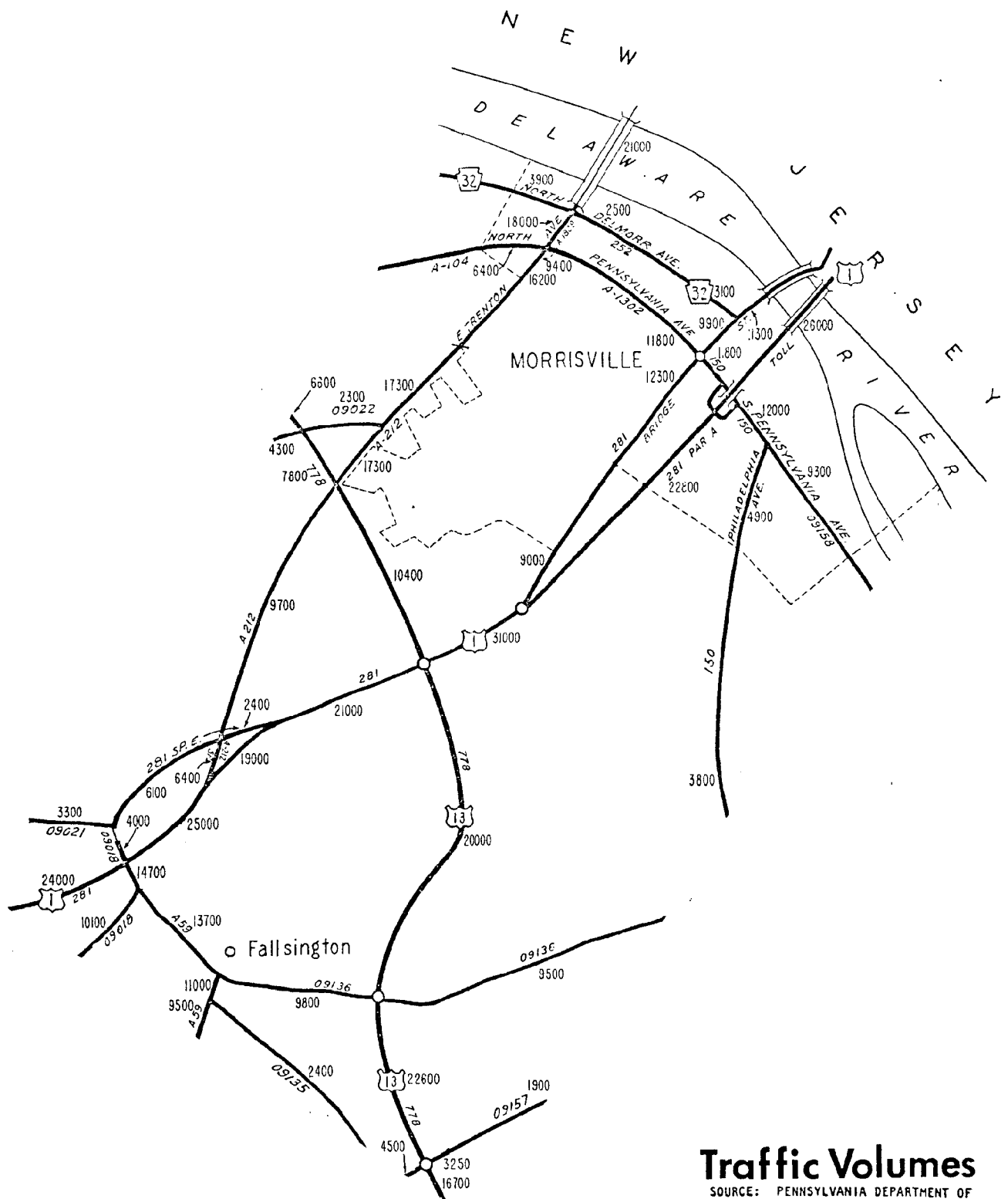
The Borough, County, and other agencies and organizations have aggressively worked to increase the quality and quantity of community facilities while experiencing fiscal pressures. These facilities will be discussed in Section VI.

Railroad

Cutting a swath and creating a physical barrier in the middle of Morrisville is 48.7 acres of railroad land. ConRail freight spurs serve industries such as Staley Products and a high speed Amtrak commuter line links New York, Trenton, and Philadelphia.

Public Rights-of-Way

A total of 251.7 acres of Borough land is considered a street or highway. Bridge Street, U.S. 1 and Trenton Avenue link Morrisville with Trenton. The map on page 35 shows 1975 Average Daily Traffic Volumes for certain highways and streets within and near Morrisville.



Traffic Volumes

SOURCE: PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, 1975.

COMPREHENSIVE PLAN
MORRISVILLE BOROUGH
Bucks County, Pennsylvania

0 1/2 1 Mile

Vacant Land

There are a total of 51.2 acres of vacant land within the Borough. Generally, the larger vacant tracts are located South of Bridge Street. With the exception of the triangular parcel of land bounded by U.S. Route 1 to the north and Falls Township to the west, which is owned by Conrail, the majority of the remaining vacant lands in the Borough are privately owned, primarily by industries.

Land Use Projections

The Pennsylvania Department of Environmental Resources has projected that certain land uses will change during the thirty year period between 1970 and 2000. They project that Morrisville Borough will experience an increase in residential land use of 21.3 acres and an increase in commercial land use of 16.3 acres. They project a decline of 2 acres in industrial acreage.

Table 5.4 presents projected land use changes in other Coastal Zone Study Areas in Bucks County and for the County itself.

TABLE 5.4
CHANGE IN LAND USE ACREAGE
1970-2000
BUCKS COUNTY
COASTAL ZONE COMMUNITIES

<u>Municipality</u>	<u>Residential</u>	<u>Industrial</u>	<u>Commercial and Services</u>	<u>Land Use Totals</u>
Bensalem	692.5	-34	216.7	875.2
Bristol Boro	131.8	-7	23.7	148.5
Bristol Twp.	400.8	54.7	161.1	507.2
Tullytown	170.2	1.6	30.2	202
Falls	140.3	30.3	82.5	253.1
Morrisville	<u>21.3</u>	<u>-2</u>	<u>16.3</u>	<u>35.6</u>
TOTALS	1556.9	-65.8	530.5	2021.6

Source: Pennsylvania Coastal Zone Management Program
Technical Record. Draft. Commonwealth of
Pennsylvania. Decamber, 1978.

B. Density

Density, or intensity of building activity per acre of land area, should continue to be monitored. Density regulations as contained in the Borough of Morrisville Zoning Ordinance of 1980 are incorporated herein by reference.

C. Physical Characteristics Of The Land

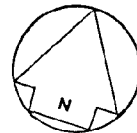
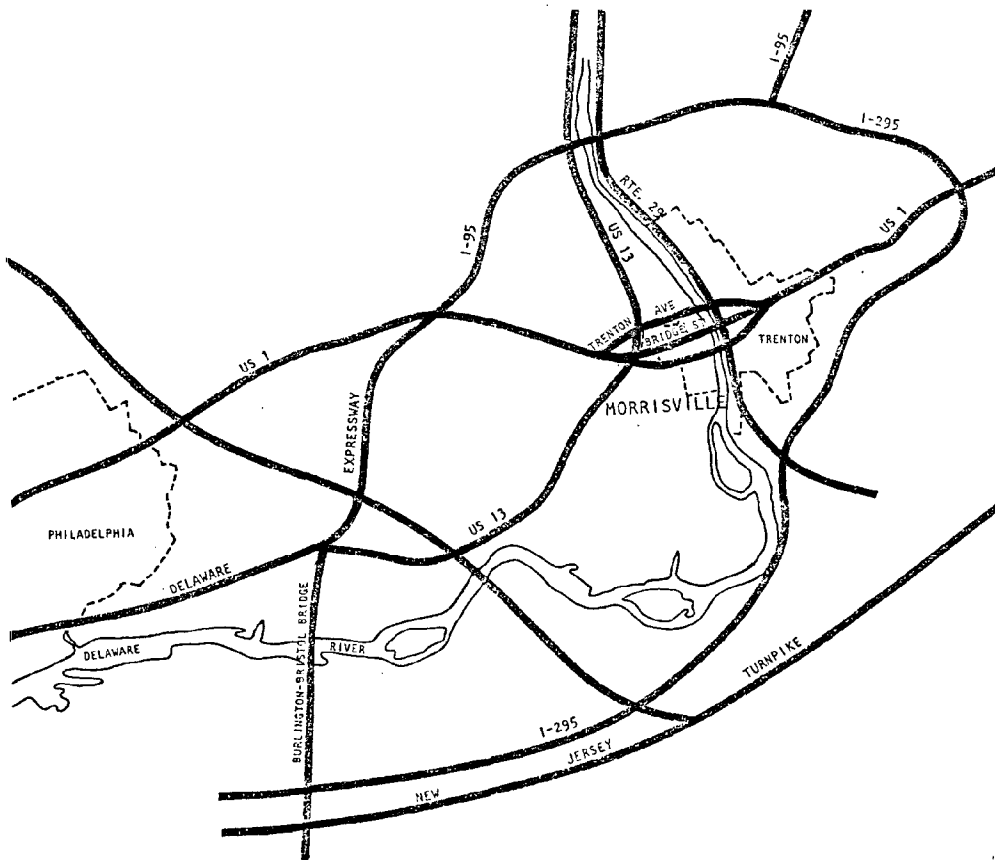
Characteristics relating to ground water resources topography soil conditions and soil types were quite adequately discussed in the 1966 Comprehensive Plan-Morrisville Borough. Little or no change has taken place. Therefore this previous discussion is incorporated herein by reference.

D. Traffic

Highways

Morrisville is served directly by a rather extensive network of highways. These highways produce extensive through traffic movements, but they also enhance the attractiveness of the Borough for residential, commercial and industrial development. As the map on page 38 shows, there are a number of regional

Regional Highway System



COMPREHENSIVE PLAN
MORRISVILLE BOROUGH
Bucks County, Pennsylvania



highways which impact on Morrisville. Interstate 95 when complete will link Maine to Florida. At this stage it does at least provide a limited access route from Lawrenceville, New Jersey southward through Lower Bucks County to Philadelphia and beyond.

Interstate 295 is now complete from Trenton to Lawrenceville. If, and when, I-295 is complete south of Trenton to Bordentown, one will be able to travel from Lawrenceville, New Jersey southward to the Delaware Memorial Bridge and intersect Interstate 95 south of Wilmington Delaware.

New Jersey Route 29 now links Interstate 295 with Interstate 95 and provides improved movement through Trenton.

Portions of U.S. 1 and the U.S. 1 Realignment remain to be completed in order to link Trenton with Philadelphia and the Pennsylvania Turnpike.

The U.S. 13 and U.S. 1 interchange is complete and major interchange improvements southward on U.S. 13 are now underway.

The Cross County Expressway, Burlington-Bristol Bridge Replacement, and the Calhoun Street Bridge Replacement have not yet been undertaken.

Local Streets And Roadways

Trenton Avenue, Bridge Street, and the Trenton Freeway remain the major east-west arterials. Pennsylvania Avenue remains the primary north-south arterial. West Philadelphia Avenue is still a less traveled east-west arterial. The same can be said of Delmor Avenue.

Traffic Volumes

The map on page 35 shows average daily traffic volumes for major streets, highways, and bridges in and near Morrisville in 1975. The Trenton Freeway Toll Bridge remained the busiest with an A.D.V. of 26,000 vehicles. The Calhoun Street Bridge was the second-most travelled with an A.D.V. of 21,000 vehicles. The Lower Trenton Bridge reported an A.D.V. of 11,300 vehicles.

Existing cartway widths combined with high traffic volumes during peak hours still produce traffic congestion on East Bridge Street, North Pennsylvania Avenue, and Trenton Avenue.

E. Public Transportation

Bus

Morrisville is served seven days a week by Southeastern Pennsylvania Transportation Authority Bus Route 150 which links Morrisville with the high speed commuter train terminal at 12th Street and Market Street in Trenton. Route 150 also travels west on Trenton Avenue to the Oxford Valley Mall. The SEPTA Route "B" then links the Oxford Valley Mall with Philadelphia.

Commuter Rail

The Trenton Station is the nearest stop for high speed Amtrak service between New York City and Washington, D.C. and commuter service to Philadelphia.

Additional commuter rail service is provided on the West Trenton Line operated by the Southeastern Pennsylvania Transportation Authority. Trains run almost hourly seven days a week with regular stops at nearby Yardley and Langhorne.

Freight Rail

A Pennsylvania Railroad Freight rail spur line still serves industries in Morrisville. Staley Manufacturing Company located in South Morrisville is the Borough's largest daily rail user.

VI. COMMUNITY FACILITIES

Community facilities include such things as schools, parks, playgrounds, churches, hospitals, municipal services, libraries, fire stations, and utilities.

A. Schools:

Morrisville still maintains its own school system, providing both elementary and secondary education.

Facilities:

Currently, three public elementary schools and one high school serve Morrisville.

Table 6.1 provides descriptive information about the schools.

TABLE 6.1 MORRISVILLE SCHOOL DISTRICT FACILITIES

<u>DATA</u>	<u>ELEMENTARY SCHOOLS</u>			<u>SECONDARY SCHOOL</u>
				Morrisville
<u>Descriptions</u>	<u>Grandview</u>	<u>Manor Park</u>	<u>M.R. Reiter</u>	<u>High School</u>
Year of Construction:	1957	1975	1958	1959
Year of Additions:	1968	-	1961	-
Site Size (in acres):	8.5	1.9	4	20
Gross Floor Area (square feet):	26,000	17,650	33,000	152,470

Source: Less Without Loss: A Comprehensive Study of School Enrollments, Facilities, and Organization. Morrisville School District, May, 1981.

Enrollment:

A continuing decline in public school enrollments has precipitated a major planning action on the part of the Morrisville School District.

As Table 6.2 shows, public school enrollments have been on a continued downward slide since 1971. The Table

also shows that the School District projects this slide to continue.

TABLE 6.2 MORRISVILLE SCHOOL DISTRICT
PAST, CURRENT, AND PROJECTED ENROLLMENTS, K - 12
(1971-1972 to 1990-1991)

<u>Actual En- rollments:</u>	<u>Elementary Level (K-6)</u>	<u>Secondary Level (7-12)</u>	<u>Totals (K-12)</u>
1971-1972	1,015	916	1,931
1972-1973	994	905	1,899
1973-1974	900	902	1,802
1974-1975	952	896	1,848
1975-1976	923	905	1,828
1976-1977	900	878	1,778
1977-1978	820	914	1,734
1978-1979	778	823	1,601
1979-1980	729	757	1,486
1980-1981	694	744	1,438
<u>Projected Enrollments:</u>	<u>Straight* Line</u>	<u>Straight* Line</u>	<u>Straight* Line</u>
1981-1982	660	733	1,393
1982-1983	607	728	1,335
1983-1984	563	705	1,268
1984-1985	532	645	1,177
1985-1986	490	628	1,118
1986-1987	441	610	1,051
1987-1988	414	589	1,003
1988-1989	397	547	944
1989-1990	387	511	898
1990-1991	387	481	868

*Straight Line: Straight Line projection. The methodology used by the School District to predict enrollments.

Source: Less Without Loss: A Comprehensive Study of Enrollments, Facilities, and Organization.
Morrisville School District, May, 1981.

Should these projections ring true, and as assumed by the School District at the outset of the study, there is no merger with another district, a phased shut down of facilities and staff reductions will occur. By 1990 to 1991, the entire district could be operating out of the Morrisville Junior-Senior High School.

The phased shut down has already begun with the closing of the Capitol View Elementary School.

Parochial School:

Holy Trinity School at Stockham Avenue and Osborne Avenue, and St. John The Evangelist School at Big Oak Road and Makefield Road currently serve elementary students in the Morrisville Area.

B. Parks and Recreation:

A number of public outdoor recreation facilities exist within the Borough, offering opportunities for a variety of outdoor recreation uses. These facilities are enumerated on Table 6.3 on page 44.

An indoor facility which cannot be ignored is the Morrisville Senior Center, located in the basement of the Municipal Annex Building on Cleveland Avenue. A full range of activities and a meals program are offered to senior adults.

The Post Road Pool Club operates a swimming pool for a private membership also within the Borough.

Future Recreation Facilities:

In 1981, the Borough of Morrisville received a grant from the Pennsylvania Department of Environmental Resources under the auspices of the Pennsylvania Coastal Zone Management Program to undertake a feasibility study for the expansion of recreation. The so-called "Williamson Park Expansion Project" examined the feasibility of developing recreational uses on the land fill at Manor Park and on Borough-owned acreage along the Delaware River east of Delmorr Avenue.

An Illustrative Site Plan for the project appears on page 45. Estimated development costs appear in Table 6.4 on page 46. Unfortunately, funds for the development of the recreation project are not readily available. However, the Borough continues to search for them.

TABLE 6.3
EXISTING PUBLIC OUTDOOR RECREATION FACILITIES

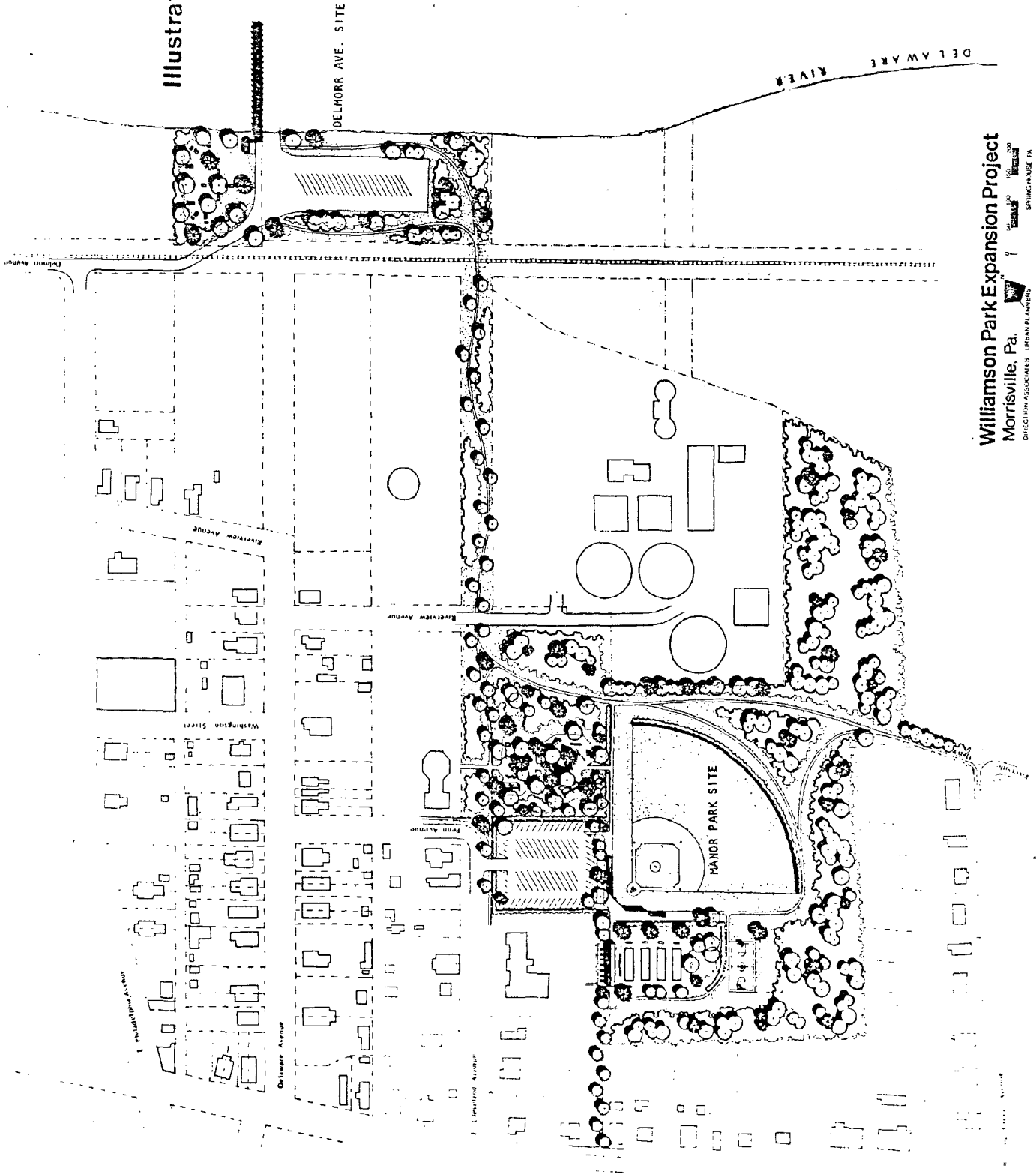
There are a number of public outdoor recreation facilities in Morrisville. Each of them differs in size and amount of equipment. They are enumerated below:

<u>Facility</u>	<u>Ownership</u>	<u>Recreation Land (Acres)</u>	<u>Present Use</u>	<u>Existing Facilities</u>
Capitol View Elementary School	Public- School	5.0	Play equipment	Playground area, regular football field and track, hockey field (used as two softball fields in sum- mer)
Cox Avenue Playground	Leased by Borough from year to year	3.5	Baseball	Baseball field and open play space
Grandview Elementary School	Public- School	7.4	Play equipment	Playground area
Hillcrest Avenue Park	Public- Borough	.75	Play equipment	Playground area
Manor Park Elementary School	Public- School	.3	Play equipment	Playground area
Manor Park Playground	Public- Borough	1.2	Play equipment	Basketball, picnic and open play space
Morrisville High School	Public- School	15.0	Softball, baseball, football	Parking, gym, 2 softball fields, 2 baseball fields, practice football
M.R. Reiter Elementary School	Public- School	.9	Baseball, play equipment	Small size athletic field, playground area
Williamson Park (Island Park)	Public- Borough	5.0 35.8* (un- developed)	Play equipment, softball, baseball, swimming, picnics, tennis, basketball	3 ball fields, 3 tennis courts, 2 swim- ming pools, 500-car parking

*Includes Manor Park and
Delmorr Avenue acreage.

Source: Williamson Park Expansion Project. Borough of
Morrisville, July, 1981.

Illustrative Site Plan



Williamson Park Expansion Project
 Morrisville, Pa.
 DIRECTOR ASSOCIATES URBAN PLANNERS
 1000 SPRINGHOUSE PK
 SUITE 200
 MORRISVILLE, PA 19060
 TEL: 610-524-1000
 FAX: 610-524-1001

TABLE 6.4 TOTAL ESTIMATED COST - WILLIAMSON PARK

Manor Park Site:

-	Zone 1 - Seniors Activity Area:	\$ 36,780	
-	Zone 2 - Teens/Adults Activity Area:	\$111,210	
-	Zone 3 - Childrens' Activity Area:	\$ 12,000	
-	Miscellaneous Items:	<u>\$113,100</u>	
	SUBTOTAL:		\$273,090

Delmorr Avenue Site:

-	Zone 1 - Boat Access, Cartway, Parking Lot, Fishing Dock:	\$108,978	
-	Zone 2 - Picnic Ground:	\$ 8,400	
-	Miscellaneous Items:	<u>\$ 6,600</u>	
	SUBTOTAL:		<u>\$123,978</u>

TOTAL: \$397,068

Engineering Fees/Contingencies (15%): \$ 59,560

GRAND TOTAL: \$456,628

Source: Williamson Park Expansion Project. Borough of Morrisville, July, 1981.

C. Public Service Facilities:

Borough Hall:

The administrative offices of the Borough of Morrisville are located at Washington and Union Streets. The offices and facilities located in the building include: Borough Manager, Zoning Officer, Building Inspector, Civil Defense, Municipal Authority, Manager, Police, Community Room, and Council Chambers.

Fire Protection:

Two well-equipped and trained volunteer fire companies serve Morrisville and surrounding areas. The Union Fire Company #1 is located on Philadelphia and Washington Street, and the Capitol View Fire Company on North Pennsylvania Avenue. Ambulance service is provided by the Union Fire Company from their facility at Ferry and River Roads. Shortly, ambulance service will be discontinued by the Union Fire Company and provided by a community ambulance service.

A new facility for ambulance service is to be constructed on existing Borough-owned acreage on Union Street adjacent to the Borough Hall.

Police Protection:

Twenty-four (24) hour police protection is provided by a force of ten full time and six part time officers.

Churches:

Religious interests are presently served by the following churches and organizations:

1. Church of Jesus Christ of Latter Day Saints.
2. First Baptist Church of Morrisville.
3. Church of the Incarnation (Episcopal).
4. Morrisville United Methodist Church.
5. Full Gospel Church of the Calvary.
6. First Presbyterian Church of Morrisville.
7. Holy Trinity Roman Catholic Church.
8. St. John The Evangelist Roman Catholic Church.
9. Jehovah's Witnesses.
10. St. John's Evangelical Lutheran Church.

Library:

The Morrisville Public Library is presently located at East Palmer Avenue and North Pennsylvania Avenue.

D. Utilities:

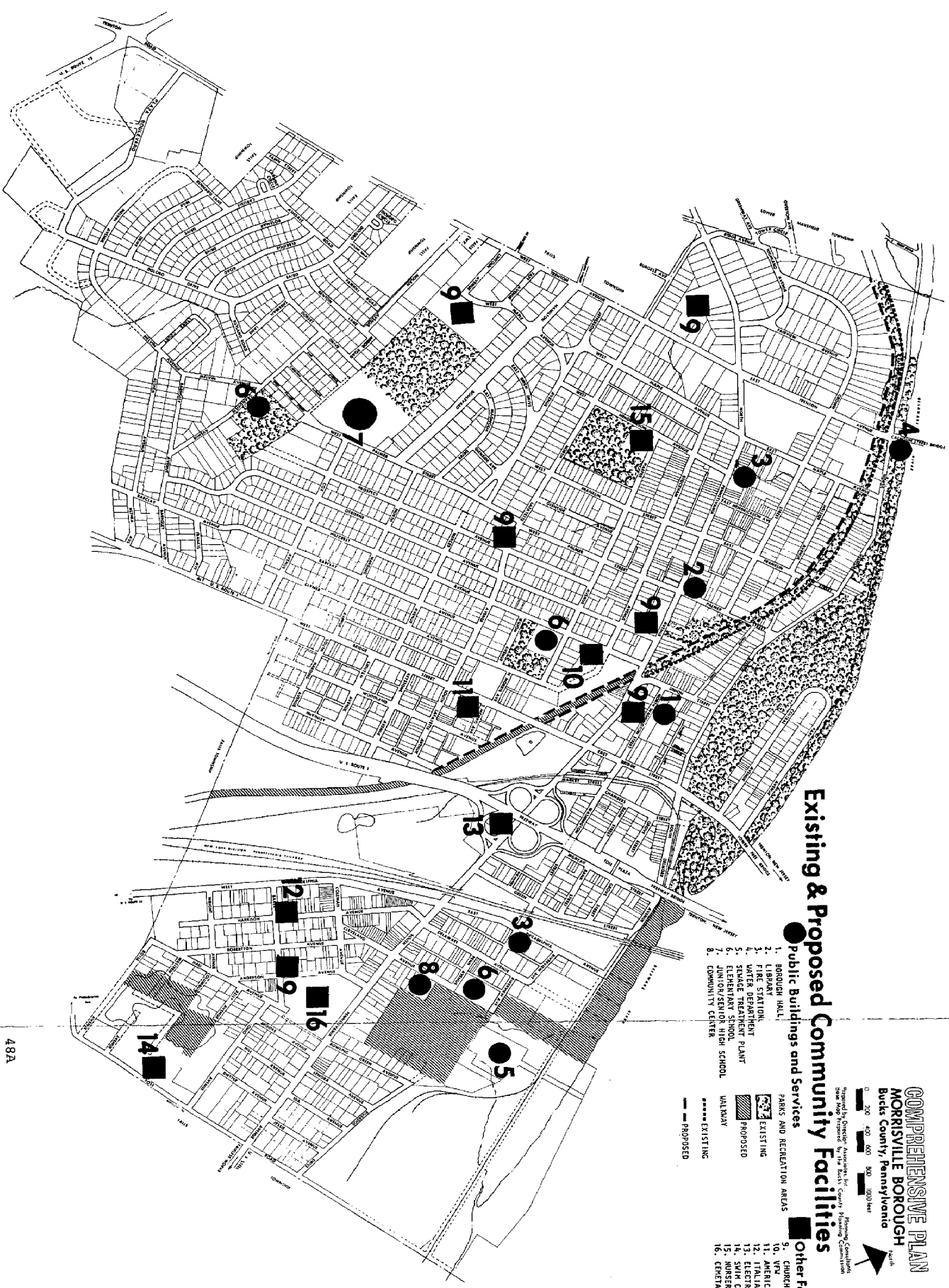
Water:

The Morrisville Waterworks is owned by the Municipal Authority and leased to the Borough. The system serves all of Morrisville and portions of Lower Makefield Township and Falls Township. The system draws all of its water from the Delaware River abandoning the former well. The relatively new filtration plant on River Road near Ferry Road is a six million gallon per day "rapid filtration" plant. Two water storage tanks located just north of the Borough off North Pennsylvania Avenue and off Riverview Avenue, complement the system.

Sanitary Sewage:

The Municipal Authority owns and operates the sewage treatment plant located on the Riverview Avenue extension just off Delmorr Avenue. Plant additions were undertaken in 1965 and 1973. Presently a UNOX plant operates in conjunction with a trickling filter plant. This provides a capacity of 5.6 million gallons per day. Service extends to all of Morrisville Borough, Yardley Borough, and to portions of Lower Makefield Township and Falls Township.

The Municipal Authority is presently contemplating another expansion to provide an additional 1.5 million gallons per day capacity. Under the plans, another UNOX plant would be constructed and the existing trickling filter plant would be eliminated. This expansion is necessary because of a need for more allocations in neighboring townships and a need for a higher magnitude of removal of wastes in the present system.



VII. SUMMARY OF THE PLAN

Policies:

1. Strengthen The Residential Community:

Morrisville is, and shall remain, a single family residential community. Efforts should continue to be put forth to encourage the preservation of existing housing stock through rehabilitation and, in some cases, multi-family conversions, when and if they are needed. High density new construction should be limited and carefully monitored.

2. Preserve And Strengthen Open Space And Recreation:

As a Pennsylvania Coastal Zone Community, Morrisville should continue its efforts to improve existing open space and recreation facilities. These efforts should include improving and guaranteeing public access to the Delaware River and the Delaware Canal.

3. Commercial Area Revitalization:

The East Bridge Street Commercial Area has continued to decline in both appearance and economic viability. This area must be improved. It will not be the intent to develop a regional commercial center but rather to enhance the physical appearance of the area and encourage mixed-use development in existing structures.

4. Industrial Area Revitalization:

The loss of the Vulcanized Rubber and Plastics Company and the Robertson-American Corporation has heavily scarred the Borough's industrial base. The Borough cannot subordinate the importance of its industrial areas for it is industry and jobs in industry which are the backbone to the viability of the other sectors. Therefore, every effort

should be made to in-fill these two sites and encourage industrial development in other appropriately designated areas.

Proposals:

1. Residential Areas:

The preservation of existing housing stock should be encouraged. Previous proposals to encourage high density residential development in the vicinity of Center Street and Chambers Street should be abandoned. The conversion of single family residences into multi-family residences should be allowed to continue. Recommendations for housing rehabilitation and street improvements as contained in the Morrisville Neighborhood Strategy Area Study as prepared by the Bucks County Planning Commission in October 1981 are endorsed and incorporated herein by reference.

2. Open Space And Recreation:

The continued improvement in the quantity and quality of recreation areas and open space must be encouraged. The Delaware Canal and the Delaware River frontage between the Lower Free Bridge and the Trenton Toll Bridge (U.S. 1) are recognized as opportunity areas for future recreation and open space development. The recommendations for development of recreation areas at the Manor Park site and the Delmorr Avenue site, as contained in Williamson Park Expansion Project study prepared by the Borough in July of 1981, are endorsed and incorporated herein by reference. Implementation will ensure greater public access to the Delaware River Coastal Waterway.

3. Commercial Area Revitalization:

The Borough should continue to play an active role in efforts to revitalize the East Bridge Street Commercial Area. Recommendations as contained in the Morrisville Neighborhood Strategy Area Study, previously referenced are endorsed. The specific

proposals for public improvements and mixed-used rehabilitation as contained in the Morrisville Redevelopment Area Proposal prepared by the Bucks County Redevelopment Authority in August of 1979, are endorsed and incorporated herein by reference. Free-standing commercial uses as developed along West Bridge Street, North Pennsylvania Avenue, and West Trenton Avenue should be allowed to continue for they provide valuable services to residents in those areas.

4. Industrial Area Revitalization:

Major efforts should be made to market the Vulcanized Rubber Works site for light industrial use as a first priority. However, should a feasible development plan for commercial or office use be presented to the Borough it should be seriously considered for both of these uses are compatible with the surrounding areas.

The Robertson-American Corporation site is another candidate for industrial reuse. While marketing is largely a private concern, the Borough can cooperate in efforts to find a user.

The acreage bounded by Post Road and Royle Avenue has been appropriately rezoned for industrial use and presents another site for the future encouragement of industry.

5. Proposed Land Use Map:

The Proposed Land Use Map appearing on page 52 graphically portrays the recommendations contained in Sections VIII, IX, X, XI and XII which follow.

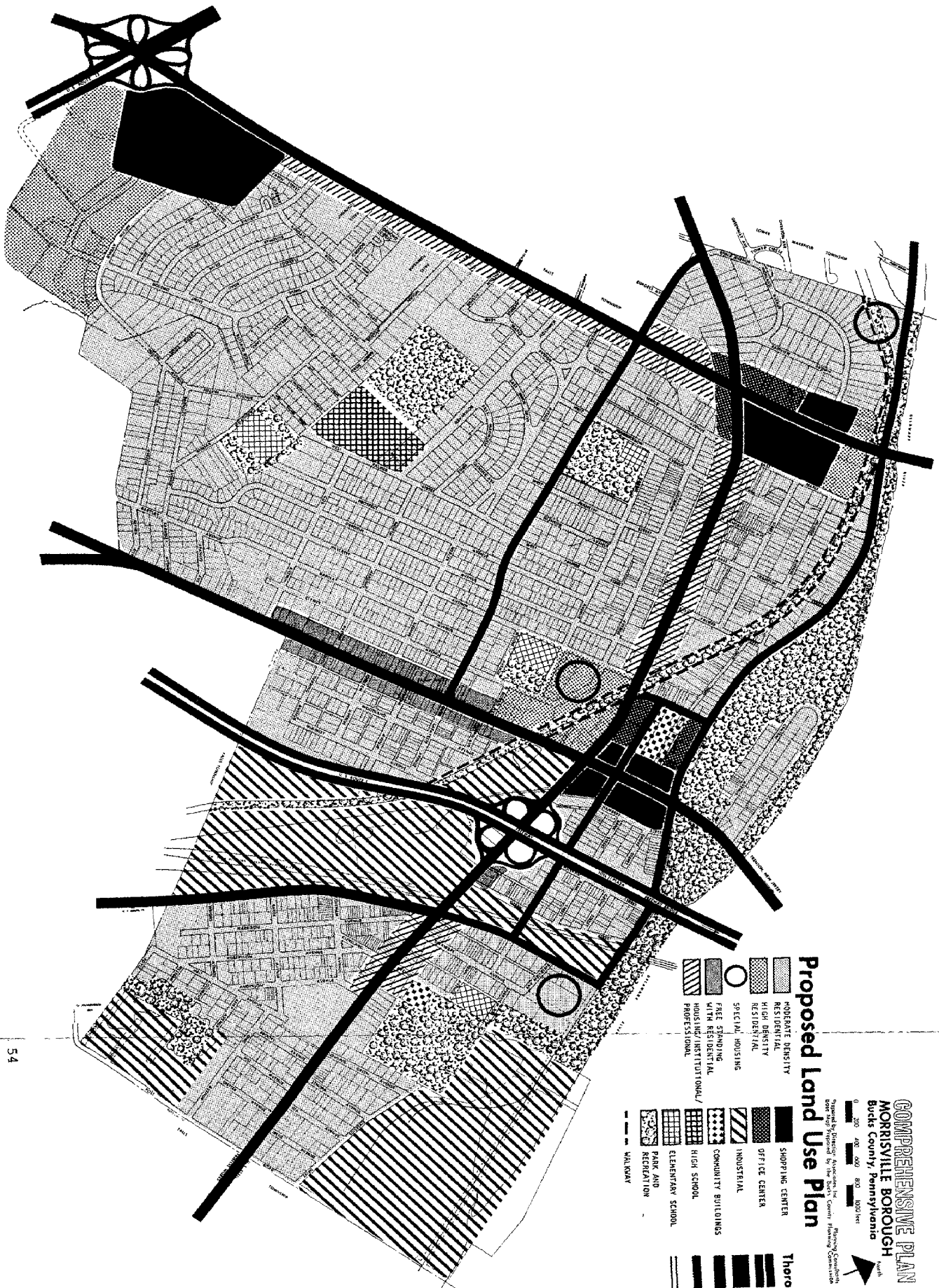
Two existing environmental factors in the Borough have played a dominant role in the development of the proposed Land Use Plan. These factors are the highly developed condition of the Borough and the Delaware River, which constitutes Morrisville's northeastern boundary.

Being a highly developed community, land uses and land use relationships are well established. Proposed changes in the Land Use Plan deal with inappropriate land use relationships and designations, the consolidation of certain land uses, and the designation of the appropriate uses for the Borough's remaining vacant lands. The primary changes which are proposed are the redesignation of the area to the north of Union Avenue and the area to the south of South Delmorr Avenue from high density residential to moderate density residential. These areas currently are occupied by single family and converted single family structures which would be demolished to accommodate high residential densities. This action would be undesirable. Additionally, the proposed land uses call for the elimination of two special housing areas on either side of East Bridge Street along the river, and the redesignation of the southernmost corner of the Borough from moderate density residential to industrial.

The Delaware River, as were many similar waterways, was once thought most valuable as a means of transportation, particularly for industry and industrial wastes. The combination of the development of truck transport, the interstate highway system, and the emergence of environment awareness revealed that urban waterways could and should be put to use as integral parts of the urban environment. If allowed to remain undeveloped as an urban open space, urban waterways can provide not only one of a city's greatest attractions, but a valuable flood protection, recreation, and ecologically important area. Heavy industrial uses, when located along waterways, have been found to have the potential for not only local but regional negative environmental impacts.

For these reasons, the proposed Land Use Plan designates the majority of Morrisville's waterfront as public open space, with the exception of the southernmost portion. This area is designated industrial due to its proximity to the existing industrial uses, and the problems of providing public access to the area. It is recommended that these areas be used only for accessory uses and that no structures be constructed here. In addition, any new industry which may locate here should be light rather than heavy industry, as

these will produce minimal environmental degradation. Those heavy industries which currently exist should be allowed to remain with continued monitoring of their effect on the river and the surrounding region.



Proposed Land Use Plan

- | | | | | | |
|--|------------------------------------|--|---------------------|--|------------|
| | MODERATE DENSITY RESIDENTIAL | | SHOPPING CENTER | | EXPRESSWAY |
| | HIGH DENSITY RESIDENTIAL | | OFFICE CENTER | | ARTERIAL |
| | SPECIAL HOUSING | | INDUSTRIAL | | COLLECTOR |
| | FREE STANDING WITH RESIDENTIAL | | COMMUNITY BUILDINGS | | PRIMARY |
| | HOUSING/INSTITUTIONAL/PROFESSIONAL | | HIGH SCHOOL | | SECONDARY |
| | PARK AND RECREATION | | ELEMENTARY SCHOOL | | |
| | WALKWAY | | | | |

Thoroughfare Plan

COMPREHENSIVE PLAN
MORRISVILLE BOROUGH
 Bucks County, Pennsylvania

0 200 400 600 800 1000 feet

Approved by Planning Association, Inc. Planning Commission
 Board Approved by the County Planning Commission

VIII. PLAN FOR RESIDENTIAL AREAS

Morrisville prides itself on the overall quality of its residential neighborhoods. Schools recreation areas and shopping all revolve around the concept of the neighborhood. It is the preservation of these residential neighborhoods which is of paramount importance to this Plan.

Two neighborhoods in particular have been the focus of past studies. They are the Chambers Street Area and the Delaware Avenue Area. Housing rehabilitation and street/sidewalk improvements have been recommended in those areas and, in fact, are being implemented by the Bucks County Community Development Office and the Bucks County Redevelopment Authority. Certainly, those programs and efforts should be continued.

With regard to density, as stated earlier, the Center Street Area and the Chambers Area should not be encouraged for high density development. Rather, it seems appropriate to continue to allow the conversion of larger single family dwellings into Multi-family dwellings in these areas.

High density development should be limited to areas immediately adjacent to the Morrisville Shopping Center on East Trenton Avenue, the Pennsbury Plaza Shopping Center on Plaza Boulevard, and the area at the southern end of Harper and Stockham Avenues. In these areas, high density development can be supported by existing community facilities without costly improvements to the same.

Special Housing:

Morrisville has under produced upper income/luxury apartment and elderly housing. The Proposed Land Use Map designates sites where moderate and high density housing of this type is to be encouraged.

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Special Housing:

Morrisville has under produced upper income/luxury apartment and elderly housing. The Proposed Land Use Map designates sites where moderate and high density housing of this type is to be encouraged.

As the trend towards a more elderly population in the Borough continues, housing aimed specifically at meeting the needs of this elderly population will become increasingly important. Numerous elderly citizens groups have already expressed an interest in this type of housing as the larger units they are currently inhabiting become increasingly inefficient at meeting their needs.

The perception of the need for upper income housing results from the fact that the Borough contains a significant percentage of lower income units and it is a commonly held opinion that the health of a community is dependent on its ability to provide for a broad range of economic groups.

IX. PLAN FOR COMMUNITY FACILITIES

Recreation/Open Space:

As stated previously, the Plan for the development of additional recreation and open space on Borough-owned acreage in Manor Park and off Delmorr Avenue along the Delaware River should be pursued. Recreational development in this area is suitable in light of the fact that this particular section of Morrisville lacks such a facility. Of course, such development will also ensure greater public access to the Delaware River which is a valuable recreation asset.

Two additional opportunities for further study for the purpose of recreation/open space preservation are the Delaware Canal and Delaware River frontage between the Lower Free Bridge and the Trenton Freeway Bridge. The Borough should pursue the feasibility of recreation development in these areas.

Schools:

Declining enrollments have already triggered planning efforts on the part of the Morrisville School District. If Morrisville continues to operate an autonomous school system, reductions in staff and facilities are the projected result. Perhaps it is not too soon to develop feasibility studies for the reuse of these facilities and the re-employment of support staff. Certainly no new school facilities need be constructed.

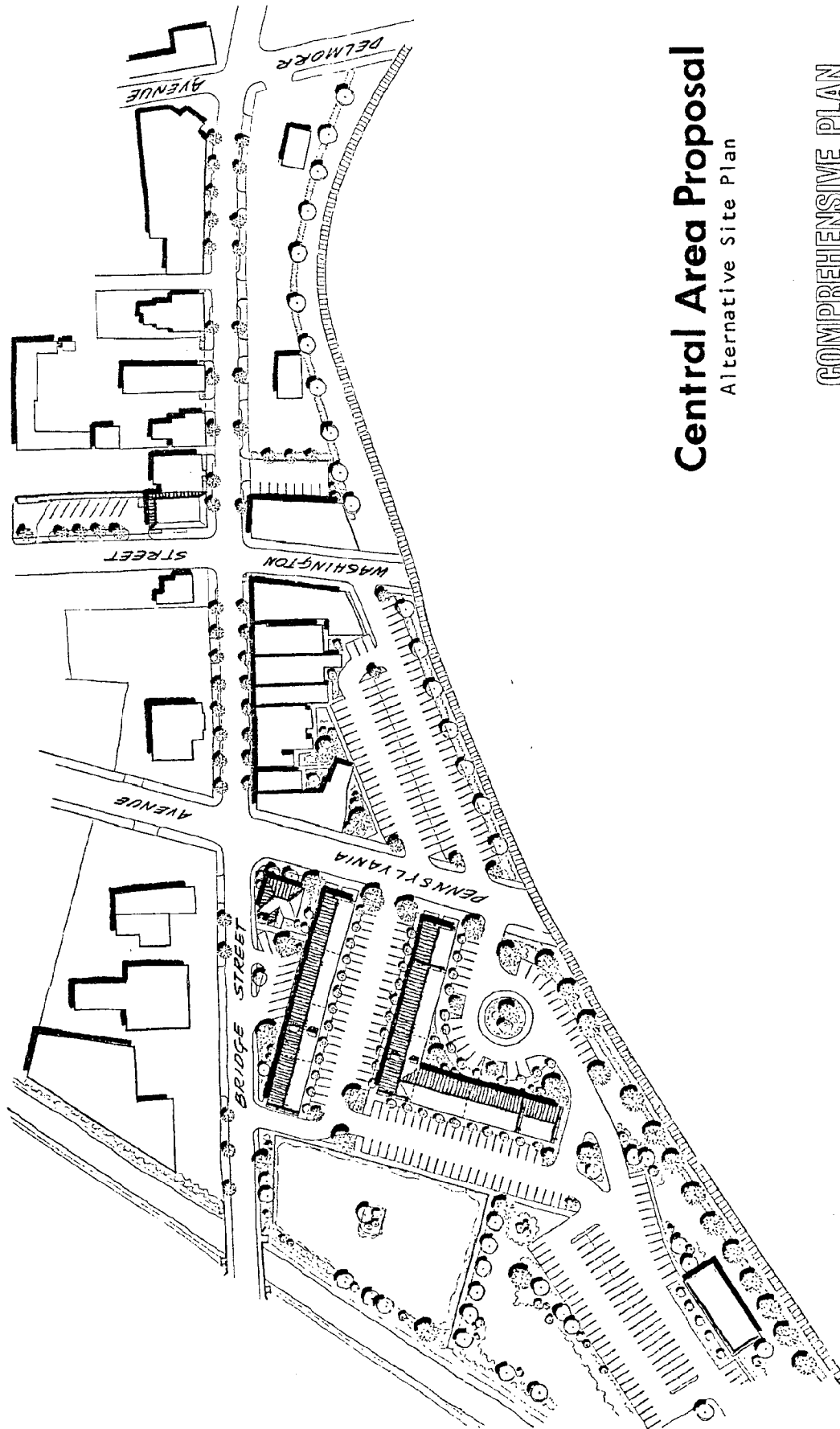
Utilities:

This plan recognizes and endorses the current plans for the expansion of the sewage treatment facility located off Riverview Avenue by the Morrisville Municipal Authority. This expansion is necessary and appropriate to meeting increased demands for allocations in areas outside the Borough. Also the improvements will provide the system with a higher magnitude of removal.

X. PLAN FOR COMMERCIAL AREAS

Morrisville already has adopted a Redevelopment Plan for the Central Area of Morrisville. Included within the boundaries of this Redevelopment Area is the East Bridge Street Commercial Area. The physical improvement of this area is a top priority. Proposals provide for the completion of streetscape and sidewalk improvements on East Bridge Street between Pennsylvania Avenue and Washington Street; creation of an off-street parking area in the area of Railroad Avenue to serve businesses on East Bridge Street; and structural rehabilitation within the Redevelopment Area. An Illustrative Site Plan on page 56 shows these physical improvements. The proposals contained in Morrisville Redevelopment Area Plan prepared by the Redevelopment Authority of Bucks County are endorsed and incorporated herein by reference.

Free-standing commercial and office uses along West Bridge Street, North Pennsylvania Avenue and Trenton Avenue should be continued. However, it will be the policy to limit the spread of commercial uses away from those corridors into residential areas. Vacancies in existing retail shopping centers or commercial buildings should be filled whenever possible before new construction is encouraged.



Central Area Proposal

Alternative Site Plan

COMPREHENSIVE PLAN
MORRISVILLE BOROUGH
 Bucks County, Pennsylvania



XI. PLAN FOR INDUSTRIAL AREAS

Of immediate concern to the Borough of Morrisville is the loss of two industrial employers; the Vulcanized Rubber And Plastics Company and the Robertson-American Corporation. Two vacant industrial sites now exist within the Borough and a reuse for these sites needs to be found. Both sites have excellent highway access and visibility, are served by rail and all utilities are in place. While it is recognized that neither of these two sites are under Borough ownership and control, the Borough can, and should, continue present efforts to market them.

In the case of the Vulcanized Rubber And Plastics Company site, and in view of its close proximity to the East Bridge Street Commercial Area, the Borough will remain receptive to the reuse of the site for commercial, and/or office purposes in addition to industrial use.

Certain vacant land parcels in the vicinity of Post Road and Royle Avenue are reclassified for industrial use. This reclassification is more in keeping with the preponderance of uses in the vicinity of the site. Such a reclassification will also resolve present inconsistencies between the Comprehensive Plan and the Zoning Ordinance.

XII. PLAN FOR TRANSPORTATION

Highways And Streets:

As stated in the previous plan, the condition of the transportation system that serves Morrisville; that is its streets, highways, bridges and public transit, play a significant role in the future of Morrisville. The ease with which people and commodities move about to large degree determines the level of satisfaction with living and working within the Borough.

The road classification and design standards presented in the 1966 Comprehensive Plan remain consistent with the transportation system in Morrisville and need no revision. They are incorporated herein by reference.

This Plan continues to endorse the 1966 Comprehensive Plan recommendations that Trenton Avenue be rebuilt to Pennsylvania Department of Transportation design standards. This Plan recognizes the need for continued maintenance of the existing Calhoun Street Bridge.

No Capital Improvements Plan presently exists for the Borough of Morrisville. A need for such a Plan, which should include a survey of all street, sidewalk, curb and drainage conditions, should be undertaken as soon as possible by a qualified Engineer. Cost estimates should then be prepared from those surveys and a recommended list of priority projects should be drafted.

Previous Plans such as the Morrisville Neighborhood Strategy Area Study prepared by the Bucks County Planning Commission in October of 1981 have recommended capital improvements. These recommendations should be reviewed by a qualified Engineer and prioritized with other possible projects. Present plans to resurface North Harding Avenue (Osborne to West Palmer) and West Maple Avenue (Lafayette to Stockham) as evidenced in the Borough of Morrisville 1982 Budget are endorsed.

Public Transit:

This Plan endorses the continued upgrading of commuter rail facilities throughout the Northeast Corridor and recommends the expansion of SEPTA BUS service as warranted by ridership.

XIII. EFFECTUATION

To implement the policies and recommendations contained in this Plan, the Borough must continue its practice of intragovernmental and intergovernmental cooperation.

The Borough Administration, Council and Planning Commission must work cooperatively on land development issues and continue to be guided by the Zoning Ordinance, Subdivision Regulations, and Building, Plumbing, Electrical and Housing Codes.

To effectuate plans for the revitalization of commercial and residential areas and the preservation of open space; the Borough must continue to cooperate and enlist the support of the Bucks County Planning Commission, the Bucks County Office of Community Development and the Bucks County Redevelopment Authority. It will be chiefly through the actions of these agencies that federal and state funds will be secured to implement these plans.

Plans for industrial areas will largely be beyond the direct control of the Borough. However, the resources and assistance of the Bucks County Industrial Development Authority and the Bucks County Redevelopment Authority should not be overlooked.

